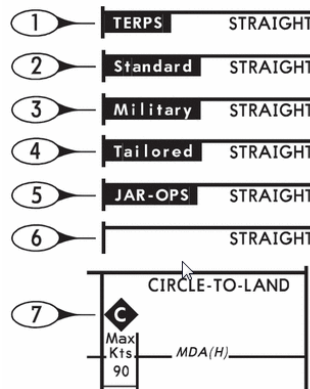


Aerodrome Operating Minimums (AOM) on Jeppesen Charts

General

The following concepts to determine Aerodrome Operating Minimums are used on Jeppesen charts for Landing and Take-off and indicated by a specific label.



6 - No label	No label indicates that the charted minimums are based on ECOMS. State supplied values are compared to ECOMS and the higher of the two is published.
1 - TERPS	Indicates that the charted minimums are based on TERPS change 20 or later version. U.S. OPSPEC requirement for non-CDFA penalty applies.
2 - Standard	Indicates that the charted minimums are compliant with EU OPS (EASA Air OPS). State supplied values are compared to EU OPS and the higher of the two is charted. Standard AOM are shown in Europe, for EASA member States and other States who adopted the same or a similar AOM concept.
3 - Military	Indicates that the charted minimums have been supplied by a State Military. No comparison has been done to any other landing minimum criteria.
4 - Tailored	Indicates that the minimums or development criteria have been supplied to Jeppesen by the customer.
5 - JAR-OPS	Indicates that the charted minimums are compliant with JAR-OPS 1. State supplied values are compared to JAR-OPS 1 and the higher of the two is published.
7	Indicates that the charted Circle-To-Land minimums are based on TERPS 8260.3b change 21 or later version. Expanded circling approach areas apply.

Landing Minimums

All known authorized landing minimums and associated components out conditions are provided within the minimums section. Publication of landing minimums does not constitute authority for their use by all operators. Each individual operator is responsible for validating that the appropriate approval has been obtained for their use.

Take-off Minimums

Publication of Take-off minimums does not constitute authority for their use by all operators. Each individual operator is responsible for ensuring that the proper minimums are used based on authorization specific to their type of operation.

Samples

ECOMS	STRAIGHT-IN LANDING RWY 06L 2 NDB with FAF MDA(H) 980'(360') w/o FAF MDA(H) 1390'(770') with FAF MDA(H) 100'(480') NDB CD: 150'(530') w/o FAF MDA(H) 100'(480') NDB CD: 1290'(670')											
	ALS out		ALS out		ALS out		ALS out					
	A	1200m	RVR 1500m VIS 1600m	3200m		RVR 1500m VIS 1600m	2400m	RVR 1500m VIS 1600m	2400m			
	B			3200m	3600m	1900m	2700m	3200m				
C	RVR 1500m VIS 1600m			RVR 1800m VIS 2000m	3600m	4000m	2400m			2800m		
D												
TERPS	TERPS STRAIGHT-IN LANDING RWY 7 ILS DA(H) 5552'(200') LOC (GS out) MDA(H) 5640'(288') MDA(H) 5740'(388') FULL TDZ or CL out RAIL or ALS out With SUNKE Without SUNKE											
	FULL		TDZ or CL out		RAIL out		ALS out		RAIL out		ALS out	
	A	RVR 18 or 3/8	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1		
	B						RVR 45 or 7/8	RVR 35 or 5/8	RVR 45 or 7/8	RVR 60 or 1 1/8		
C												
D	1 RVR 18 with Flight Director or Autopilot or HUD to DA.											
EU OPS	Standard STRAIGHT-IN LANDING RWY 04 DA(H) A: 1110'(356') BCD: 1120'(366')						CIRCLE-TO-LAND					
	ALS out						Max Kts.	MDA(H)	VIS			
	RVR 900m		RVR 1500m				100	1310'(556')	1500m			
	RVR 1000m		RVR 1700m				135	1360'(606')	1600m			
						180	1460'(706')	2400m				
						205	1460'(706')	3600m				

JAR OPS

JAR-OPS		STRAIGHT-IN LANDING RWY 18L		CIRCLE-TO-LAND 1	
		MDA(H) 830' (420')		West of apt	
		ALS out		Max Kts	
A	RVR 900m	RVR 1500m		100	MDA(H) _____ VIS _____ 870'(460') 1500m
B	RVR 1000m			135	2470'(2060') 1600m
C		RVR 1800m	180	1030'(620') 2400m	
D	RVR 1400m	RVR 2000m	205	1130'(720') 3600m	2470'(2060') 3600m

1 Circling height based on rwy 18L thresh elev of 410'.

ECOMS

TAKE-OFF					
AIR CARRIER (JAA) All Rwys			AIR CARRIER (FAR 121) All Rwys		
LVP must be in force			CL & RCLM any RVR out, other two req.		Adequate Vis Ref
RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL			
A	200m (150m)	250m	400m	2 Eng	TDZ RVR 200m Mid RVR 200m Roll out RVR 150m
B					
C	250m (200m)	300m		3 & 4 Eng	RVR 500m VIS 400m
D					

EU OPS

Standard TAKE-OFF 1					
LVP must be in Force					
Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A	125m	150m	200m	250m	400m
B					
C	150m	200m	250m	300m	500m
D					

1 Operators applying U.S. Ops Specs: CL required below 300m; approved HUD required below 150m.

JAR OPS

JAR-OPS TAKE-OFF 1					
Rwys 18L/36R LVP must be in force			All Rwys		
Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	LVP must be in force RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A	125m	150m	200m	250m	400m
B					
C	150m	200m	250m	300m	500m
D					

1 Operators applying U.S. Ops Specs: CL required below 300m; approved HUD required below 150m.